



Public Transit Advisory Council

April 8, 2019

12:30 PM – 2:30 PM - Main Conference Room - MaineDOT Augusta (24 Capitol St.)

Remote Access:

Meeting URL: <http://stateofmaine.adobeconnect.com/transit/>

Phone#: 877-455-0244 Conference Code: 3325486654

AGENDA

- 12:30 PM Welcome, Introductions and Agenda Review
- 12:40 PM Approve January Meeting Minutes
- 12:45 PM Report to Governor and Legislature
- Review Draft: Presentation of Highlights
 - Discuss and Decide upon Funding Recommendations
 - Other Report Aspects
 - What Happens Next – Legislative Presentation
- 1:45 PM Local Coordinated Plan – Significant Comments Received & Addressed
- 2:00 PM 2019 Workplan/Other Business
- 2:10 PM Public Comment
- 2:20 PM Roundtable: Announcements & Meeting Feedback
- 2:30 PM Adjourn

Excerpt from PTAC Statute 23 MRSA 4209-A:

- 1. Report.** The council shall report on its deliberations and any recommendations by March 1st of each odd-numbered year to the Governor and the joint standing committees of the Legislature having jurisdiction over transportation matters and health and human services matters. The report must include the following:
- A. An assessment of the level of public transportation services provided to the public; [2015, c. 182, §8 (NEW).]
 - B. Recommendations for the level of service that should be provided and an estimate of the cost of providing those services; and [2015, c. 182, §8(NEW).]
 - C. Recommendations for the optimal coordination of transit services with other senior and veteran services. [2015, c. 182, §8(NEW).]

Public Transit Advisory Council

Meeting Minutes of January 22, 2019

Note: Decisions and commitments in ***bold italic*** type.

Members Present: Mary Ann Hayes (chair), Jennifer Williams, Sandy Buchanan, Rebecca Grover, Duane Scott, Chris Hall, Zoe Miller, Barbara Schneider, Tom Reinauer, Deidra Wadsworth, Jess Mauer, Dana Knapp, Giselle White, Connie Reed. Attending by phone: Kalie Hess, Casey Gilbert.

Non-Members Present: Lori Brann (clerk), Amy Rau, Barbie Lord, Michael Hallundbaek Stephanie Pyle, Rod Carpenter, Craig Pendleton, Perian Carpenter, Chris Chop (appointment pending) Rick McCarthy, Theresa Savoy, Kelly Arata, Patricia Quinn (reappointment pending), Richard Taylor (appointment pending), Emily Berrill. Attending by phone: April Gostin, Ken Murchison, Laura Turner, Greg Jordan (appointment pending), Dennis McCartney (appointment pending), Sam Prawer, Bob Currie, Jay Kamm.

Members Absent: Lisa Feldman, Jonathan Labonte, Al Schutz, Bill Shane

Agency Liaison Present: Roger Bondeson, DHHS

Agency Liaison Absent: Bill Hurley, DOL

Welcome: Meeting called to order at 9:02 by Mary Ann. Introductions followed.

Council Membership Transition: Notified attendees that Acting Commissioner Bruce Van Note is not appointing new members until after confirmation. Some seats have expired. See attached membership list to see who is being reappointed, who is awaiting appointment, and who is leaving. All outgoing, incoming and continuing members are thanked heartily for their service. All are encouraged to participate fully in today's session with the exception of official voting.

October minutes: *Jess motioned to approve, seconded by Dana. Unanimous.*

Locally Coordinated Plan: Special thanks to Age Friendly Community Network for their assistance in co-hosting six meetings statewide. MaineDOT collected data from the meetings that will be used to create the plan. See polling results contained in your package. MaineDOT assumes the role of compiling the regional plans and assuring that the plan complies with state (MRSA 23 §4209) and federal (FTA) requirements. The plan must discuss coordination and contain references to upcoming projects.

Comprehensive outreach included veterans, disabled, seniors, volunteer drivers, tribal officials, housing, private bus operators, public transportation providers, MaineCare brokers, other state mobility networks. There was no specific outreach to new Mainers. GPCOG outreach will be incorporated.

Key Findings: Key findings and strategies were presented to attendees at the six regional meetings. The subject areas were Program Coordination, Funding, Infrastructure, Workforce, Partnerships, Rider Information Systems, Last Mile Options, Other. There are barriers on the federal side to effective coordination but MaineDOT is hopeful that FTA will convene Center for Coordinated Access and Mobility

(CCAM) interagency group to maximize federal coordination. These areas were discussed – see [Powerpoint](#) handout in your package.

Comments from the group on the Powerpoint presentation: hopeful that the trip planner gets people excited; agree to get info clearinghouse together before major publicity campaign; people need to have good experience when they try transit for first time; MTA should update Transit Rider Guide similar to the one in Southern Maine; MaineCare Brokerage fell apart and caused people to lose trust; make sure new ideas are tested before rollout; serve critical populations first; roll out improvements in phases; beta test new products.

Comments on the other (miscellaneous) category from the group: Coordination with Department of Education; CDS coordinates with private non-profits; adult education falls through the cracks because private transportation is difficult and no support system; some schools are coordinating with town recreation and senior centers; need to grow culture of sharing; need to pursue hurdles of regulation and funding; consider talking to new Office of Innovation and the Future; transportation needed for recovering opiate users; address food insecurity.

Brainstorming on setting priorities: Some strategies already in motion and funded. Moving Maine awaiting word on FTA grant application. Add education to growing partnerships. Partnership-building opportunities need champions. Bill had reported that Town & City Managers group did not have critical mass to add topic to March semi-annual meeting. ***Jess is convening a follow-on task force with municipal leaders from Wisdom Summit addressing social determinates of health which includes transportation so will take that group on. Jess also volunteered to take over the Housing/Development working group leadership from Jonathan.***

Kalie volunteered to work with federally qualified health centers to trial block scheduling if barriers can be overcome. Chris Chop, Zoe, Giselle & Ken Murchison agreed to serve with Kalie on a medical scheduling working group.

Ken-Caribou looking for regional solutions. Link to other ongoing efforts like Build Maine to grow partnerships. Build Maine is disjointed and not coming together other than the one-day event. Add private/philanthropic to resources priority. Co-branding marketing might make private partners join effort. Add business sector to partnerships. Focus groups could be sounding board for new ideas. Some employers providing own transportation to keep shifts going. Similar issues statewide for access to employment regardless of county. Need education on existing services. How to keep things equitable. Organized regional solutions needed. Portland Downtown – make transit cool, easy, accessible. Use Way-to-GoMaine example to increase awareness and create incentives. Make driving inconvenient.

Online ticketing platform: Discussion of ongoing efforts. Should MaineDOT be looking into a statewide effort? Some transit agencies will be rolling out online ticketing in 2019, other agencies have budgeted for similar efforts. Concern about compatibility. Greg reported that METRO is insisting on forward migration in its product. ***Agreed to watch and evaluate METRO's rollout as possible building-block.***

The final locally coordinated plan document will have a body and many appendices with all of the data collected. Neither FTA nor PTAC need to approve the finished product. **All members will get link to draft and can proofread if they wish.**

Performance Measures: Need more discussion on what to measure. MaineDOT working with MPOs to finalize urban measures. Need to finalize period (12 month) to measure – not all fiscal years the same. Will be discussing roles later today with MPOs. Performance measures will be hard to capture but every effort will be made to do our best.

Growing Partnerships Presentation by Michael Hallundbaek: As director of Mid-Coast Public Transportation, Mid-Coast Connector, and WaldoCAP's Municipal Funding Program, Michael travels to municipalities to educate local officials on available services, ask for funding, and recruit volunteer drivers. He also makes [presentations](#) to current partners, potential partners, churches, civic organizations, private companies, and any group to chat about who we are for continuing education. The overall goal is to help transit dependent population.

Michael gave brief overview of existing service throughout Transit Region 5, discussing crucial coordination with private carriers and other transit partners. He also explained how the volunteer network is so valuable to reach outlying areas. His agency provides 300K trips per year with network of NET providers and general public vehicles. This is a coordinated transit model funded with state/federal/private funds and the amount of services is dependent on funding and drivers. Some people are turned away due to lack of resources. Some private funding helps, such as the Maine Cancer Foundation, JT Gorman Foundation, municipal support, gifts, but more would be helpful to meet demand. The latest community needs assessment listed transportation as the top priority in Waldo County.

Mary Ann added that other transit providers will make presentations at subsequent meetings to inform the group of current efforts.

2019 Council Agenda: Report to legislature is due this year. It will need to provide recommendations for level of service and optimal coordination of transit services with seniors and veterans. Next PTAC meeting to be held when members from the legislature can attend to ask their input on what to include in the report.

Working Groups: Volunteer Driver Network. Need help with scope of work from those not bidding on the contract.

Moving Maine: Design Team has been working to define what the network should look like. Other states were used as examples. Upcoming meetings will develop a charter and finalize the steering committee. Awaiting notification from FTA on grant funding to help with this effort, otherwise will strive to find alternate funding to continue momentum.

Community Design: MaineHousing program rule update for tax credit program will continue this spring. A requirement to have developers discuss service needs of transit providers will be included. New

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construction much easier than renovations to plan for proper waiting and pick-up/discharge areas.
What is needed to make the structure accessible to transit?

Recap: The Council will meet in another month to work on the report to the Legislature; the new commissioner should be confirmed soon; the draft LCP will be shared with all members; working groups will be finalized; performance measures to be discussed later today.

Roundtable: Positive comments from the group about this meeting. Augusta Age Friendly committee is inserting itself in comprehensive planning. Contact Giselle White if you cross paths with a veteran who needs transportation. Validating that everyone is fighting the same issues. Will invite more listeners to next meeting. Appreciate being able to represent Aroostook County. Grateful to be involved.

Adjourn at 11:52 am.

Submitted by Lori Brann, clerk

BIENNIAL REPORT TO GOVERNOR AND LEGISLATURE
March 2019 – DRAFT of 4.5.19 for PTAC Discussion 4.8.19

Summary of Deliberations

The Public Transit Advisory Council (PTAC) is currently comprised of 28 members offering diverse perspectives on Maine’s urban and rural transit needs (see attached list). The council is charged with advising the Departments of Transportation, Labor and Health and Human Services on matters related to public transportation. The council meets on an as-needed basis, typically three times/year. All meeting materials including minutes are available at www.maine.gov/mdot/transit/ptac.

During the past two years, the council has been actively advising the department on matters related to public transportation. Specific attention has been given to the following topics:

- Transportation Needs of Maine’s Veterans including proposed pilot program (*see report delivered February 2018*)
- Community-based Volunteer Driver Networks
- Rider Information Systems and Transit Service Awareness
- Discretionary Grant Submittals for Transit Bus Fleet including Battery Electric Buses
- Use of Maine’s Volkswagen Environmental Mitigation Trust Funds
- Transit Workforce Needs
- Coordination with the Shared Community Health Needs Assessment Process
- All aspects of the Local Coordinated Transit Plan including outreach strategies to seniors, disabled, low-income and immigrant populations
- *Moving Maine* Mobility Network development
- Transit and Age-Friendly Community Development and Design Standards
- Statutory amendments needed to improve Council function (department bill submitted, awaiting printing)

Council members have engaged their networks to broaden the department’s outreach and build partnerships. Ad hoc working groups gather between council meetings to further specific initiatives. Over the past 12 months, the council has worked closely with the department to guide the development of the quinquennial Local Coordinated Plan as required in 29 MRSA §4209. This thorough statewide outreach and planning process has deepened the council’s understanding of transit needs and informed the development of prioritized action steps for 2019-2023. The full plan and supporting appendices may be found at www.maine.gov/mdot/transit/... Key findings are summarized below. Recommended strategies to improve public transportation, consistent with the 2019-23 Local Coordinated Transit Plan, are listed at the end of the report.

Unmet Transportation Needs

Based on the outreach conducted, it is determined that the following groups of people have unmet transportation needs:

- Low-income Mainers (outside of NEMT trips if MaineCare members), including significant numbers of veterans, new Americans and homeless citizens.
- Older adults, especially those living in rural areas.
- Developmentally disabled (outside of MaineCare covered trips).
- Visually impaired – many have given up and are leaving Maine due to a combination of the low levels of service and lack of accommodations.
- Most people without the ability to own/maintain/drive a vehicle outside of key service centers.
- Evening and weekend workforce in urban areas, including employees of restaurants, convenience stores, entertainment venues, malls and big box stores.
- Those in addiction recovery, many without driver's licenses or financial resources.
- Those with choices who would like to rely on public transportation but service levels are too low (headways too long).

Five key underlying factors increase the difficulty of addressing these needs:

Dispersed Settlement Pattern and Cultural Traditions. Maine's widely dispersed rural population is inherently expensive to serve regarding transportation and virtually all social services. Rural households have traditionally been dependent upon personal vehicles for mobility. Low cost fuel has enabled a culture of independent travel with rural transit services largely provided by social service organizations for dependent populations. Although a modest level of general public service is now available in much of the state, the services are not widely understood. Transit agencies do not have the resources to conduct massive publicity campaigns; it is difficult to overcome lifelong impressions that only qualified needy people are welcome to ride in a van or bus.

Rapidly Aging Population. Maine's significantly growing cohort of older adults is creating a large group of residents--notably rural and dispersed--that can no longer transport themselves. Some can afford to pay a cost-based fee for transport services but it is widely understood that most cannot. All are at high risk of social isolation and attendant health problems. Needs include: lack of available coordinated services, poor publicity of existing services and how to access them, timely information-sharing, transit training, mobility management services and funding (to support the ride and all of the above ancillary services to make the ride accessible).

Lack of Age-Friendly Housing and Community Design. Maine's now century-long relationship with the individual car and pick-up truck has been reinforced by an auto-centric layout of residences, employment venues and services of all kinds. While it is difficult to make the determination that it is time to leave one's rural home and move to a community center, those who do then typically find no housing units available. There are multi-year waits for affordable housing units suitable for older adults.

Funding. Given the cultural tradition of self-driving, it is not surprising that public transportation has not been given priority attention by the Legislature over the years. Maine is among the lowest tier of states with a per capita funding level of 86 cents, totaling \$1,147,845 in 2018. These funds are distributed by formula to twenty-two transit agencies that receive Federal Transit Administration assistance, and may be used towards the recipient's significant local match requirement. The funds are not appropriated from the General Fund but rather from the

approximately \$9 million in proceeds collected annually via the rental vehicle tax directed to multimodal transportation. Ferries, freight and passenger rail, aviation and active transportation expenditures that do not qualify for limited capital bond funds available are also largely reliant on this narrow funding base.

The Northern New England Passenger Rail Authority receives a separate \$2 million annual appropriation from this fund towards local matching requirement for federal funds. The Maine State Ferry Service receives no operating assistance from this fund nor from the Federal Transit Administration but relies upon the Multimodal Fund for preventative maintenance typically costing \$.5 million/year and match for Federal Highway Administration Ferry Boat Program funding. MaineDOT allocates 20% of transportation bonds toward multi-modal capital investments, including transit buses. Bond funds typically supply 50% of the local match requirement for available federal funds.

MaineCare Brokerage System. The MaineCare (Medicaid) program spends \$60 million annually to transport members to non-emergency medical appointments, funded 65.5% federally and 35.5% by the state. The increased separation in management of single-population eligible public funding from general public funding since 2013 has reduced the number of shared public-supported rides and increased the overall average cost/trip. Transit providers that attempt to serve both populations are forced to invest in an intricate accounting system to carefully allocate and justify costs.

RECOMMENDATIONS FOR LEVEL OF SERVICE THAT SHOULD BE PROVIDED AND ESTIMATED COSTS

By all accounts, Maine has a weak, underfunded public transportation system. Even with federal support, local governments and transit agencies struggle to cover their share of both operational and capital funding requirements. How and to what degree should this shortcoming be addressed and by whom?

The Maine Strategic Transit Plan 2025 concluded (page 31) that meeting 20% of the need or theoretical demand is a reasonably attainable baseline goal for rural services. The Plan adopted a 20% baseline goal for urban systems as well, although it could be argued that the urban goal should be higher given the far lower cost/trip. Urban ridership would go up, perhaps significantly, if fixed route headways were reduced and/or routes were shortened to provide more efficient service.

Trip Needs, Trips Provided, Trip Gap				
	100% of Trip Need Need (# of Trips) 2017	20% of Trip Need (# of Trips) 2017	Trips Provided 2017	Trip Gap 2017 (# of Trips)
Fixed Route	21,243,029	4,248,606	3,348,091	900,515
Flex Route	6,768,676	1,353,735	348,924	1,004,811
Rural	8,773,386	1,754,677	171,325	1,583,352
Total	36,785,091	7,357,018	3,868,340	3,488,678

Source: Update to estimated needs contained in Maine Strategic Transit Plan 2025 by Rothe Associates, March 2019.

Estimated Cost to Fill Trip Gap to Reach 20% of Trip Need for Households without a Vehicle			
	Trip Gap 2017 (# of Trips)	Average Cost Per Trip 2017	Total Cost Estimate
Fixed Route	900,515	\$4.00	\$3,602,060
Flex Route	1,004,811	\$9.00	\$9,043,299
Rural	1,583,352	\$24.00	\$38,000,448
Total	3,488,678	\$14.52	\$50,645,807

Source: Update to estimated needs contained in Maine Strategic Transit Plan 2025 by Rothe Associates, March 2019. Average Cost per Trip estimated by MaineDOT staff based on 2017 transit provider reports to the National Transit Database.

While a dollar amount is not a level of service, it is an indicator of effort directly tied to service provision. With extreme distinctions in needs throughout the state, it is difficult to name a level of service in terms of frequencies available within prescribed geographic boundaries. Transit providers do the best they can with available resources to respond to expressed needs throughout their service territories. If a portion of additional state resources were distributed on a competitive matching basis, employers, municipalities and other sponsors would be incentivized to contribute to service expansions that met their needs.

Given the high cost per trip to provide demand response services in rural areas meeting federal standards, other strategies such as volunteer network support and building an on-line Trip Planner site to facilitate car-pool and transit planning are recommended as the most cost-effective approaches to addressing the challenging rural need environment.

Methodology for determining estimated need. The calculation of estimated needs, as set forth in the Maine Strategic Transit Plan 2025, is based on the number of households in Maine that do not have a vehicle (40,892 households in 2017). The primary methodology used to calculate need in the Strategic Plan used the analytical process outlined in *Transit Cooperative Research Program (TCRP) Report 161, Methods for Forecasting Demand and Qualifying Need for Rural Passenger Transportation: Final Workbook*. (Washington D.C. 2013.) A comparable method was used to estimate demand in urban areas. The calculation is based on the difference in the number of daily one-way trips that a household with no vehicles would take when compared to a household with one vehicle (households with no vehicles make 1.7 fewer trips in rural areas, 5.2 fewer trips in urban areas). To arrive at total need in Maine, the number of no vehicle households in rural areas is multiplied by 1.7, and that number is multiplied by 300 days to get estimated annual need in rural areas. The number of no-vehicle households in urban areas is multiplied by 5.2, and result is then multiplied by 300 days to get estimated annual need in urban areas. The formula uses 300 days, rather than 365 days, to account for the fact that fewer transit trips are taken on weekends.

This same calculation could be done using other indicators, such as the number of households below the poverty line, mobility limited population, or population over 60 years old. Each of these would yield higher trip demands and costs than the zero-vehicle household indicator. Therefore, these figures are conservative. They also only include operating and administrative expenses. Capital costs for vehicles and facilities are also needed for the system to function.

CURRENT FUNDING AND COMPARISON WITH REFERENCE STATES

Maine Funding Summary

For FY19, the Federal Transit Administration is providing the State of Maine \$35,485,593, with rough breakdown as follows:

Annual operating/planning/administration	\$11,000,000
Capital (vehicles, ferries, buildings, equipment, rail)	\$24,485,593
To this the State of Maine adds to operating	\$ 1,147,845 (bus and 3 ferry systems) \$ 2,000,000 passenger rail
Typical annual state bond budgeted for vehicles is	\$ 1,000,000
VW Settlement funding is allowing a short-term boost	

Federal and State Annual Support for Public Transportation in Maine (Note: Does not include fares or other significant local revenues raised to complete service costs; does not include capital or discretionary state/federal funding.)								
FY19 Estimate	22 Transit Providers		NNEPRA		MSFS		TOTAL	
Federal Annual	\$11,000,000	90.5%	\$2,172,000	52.1%	\$0	0%	\$13,172,000	61%
State Annual	\$1,147,845 ¹	9.5%	\$2,000,000 ¹	47.9%	\$5,395,710 ²	100%	\$8,543,555	40%
F&S Total	\$12,147,845	100%	\$4,172,000	100%	\$5,395,710	100%	\$21,715,555	100%
Average Total F&S \$/Provider	\$552,175		\$4,172,000		\$5,395,710		\$904,815	
Average State \$/Provider	\$52,175		\$2,000,000		\$5,395,710		\$355,981	
Share of State Funding	13.4%		23.4%		63.2%		100%	
State \$/capita	\$ 0.86		\$1.49		\$4.03		\$6.39	

Source: Funding levels from MaineDOT; 2018 population estimate of 1.338M from U.S. Census Bureau

¹ Multimodal Fund

² Highway Fund

Current Funding Source

Maine has a Constitutional provision preventing Highway Fund dollars to be used for other than named infrastructure costs. Public transportation or support for rail are not allowed. The Maine State Ferry Service is considered an extension of the highway system to connect roadways on either side. **These funds come out of the \$9M/year in multimodal transportation raised through rental fees on vehicles. Given the lack of other funding sources for multimodal operations, this fund is overcommitted. New funding would be needed to support additional funding for transit (+/or the other modes) on an ongoing basis.**

Article, IX, Section 19 from Maine State Constitution:

Limitation on expenditure of motor vehicle and motor vehicle fuel revenues. All revenues derived from fees, excises and license taxes relating to registration, operation and use of vehicles on public highways, and to fuels used for propulsion of such vehicles shall be expended solely for cost of administration, statutory refunds and adjustments, payment of debts and liabilities incurred in construction and reconstruction of highways and bridges, the cost of construction, reconstruction, maintenance and repair of public highways and bridges under the direction and supervision of a state department having

jurisdiction over such highways and bridges and expense for state enforcement of traffic laws and shall not be diverted for any purpose, provided that these limitations shall not apply to revenue from an excise tax on motor vehicles imposed in lieu of personal property tax.

How and to what degree are other states funding public transportation?

The American Association of State Highway and Transportation Officials (AASHTO) collects data from each state and publishes a survey to inform this discussion. The most recent survey published in 2018 is based upon 2016 data. States support public transportation to greatly varying degrees and utilizing a broad array of funding sources. Many states do not have a constitutional provision prohibiting the use of fuel taxes such as Maine does and fund public transportation with the equivalent of Maine's Highway Fund dollars. Others use General Fund dollars. Many like Maine dedicated rental car taxes and other special funds to support public transit. Additionally, municipalities, counties and regions may have access to a broader array of funding sources to support public transit than do Maine's. The data are somewhat clouded by combinations of annual and capital funding and are not separated by mode. Maine's data as reported did not include funding for passenger rail or the Maine State Ferry Service. It is unclear how other states interpreted the data request and what is included.

See attached Tables 1-4, 1-5, 1-8 and Figure 1-1 from AASHTO Survey of State Funding for Public Transportation, May 2018 (2016 data).

What level of effort is appropriate for Maine given an increasing proportion of transit-dependent citizens?

While statistical data of actual need are difficult to derive with confidence, the needs expressed by human beings and employers in the field are not being met with existing resources. Municipalities are struggling with the level of commitment they can make to public transit (e.g. as this report goes to print, the Brunswick Explorer service is in danger of being discontinued for lack of local/state operating support). For the non-transit dependent, services must be performed at a sufficient level of frequency and convenience to draw people out of their personal automobiles. Since petroleum prices have remained low for far longer than many projected, pricing has not driven modal choice. Only recently in Portland has parking availability and cost begun to apply pressure on single-vehicle travel.

However, Maine's aging population is creating a growing cohort of citizens who cannot transport themselves. They have varying levels of incomes and support resources around them. Urban areas are in need of a higher level of service to offer a reliable and effective way to serve workforce and basic needs. Tourism is Maine's largest industry and visitors to urban areas expect transit services to be available. A survey of potential Portland visitors conducted by Visit Portland (*cite*) identified the lack of public transportation to be the greatest barrier to increased visitation.

The AASHTO survey (see Figure 1-1) demonstrates that the average federal/state ratio of funding public transportation for states with total funding of under \$1 billion is roughly 61%/39%. A reasonable per capita effort among reference states suggests that \$5/capita is a respectable level of contribution (see Table 1-8 with calculations added). If the District of Columbia is removed, \$5/capita is close to the median level of state support.

OPTIMAL COORDINATION OF TRANSIT SERVICES WITH OTHER SENIOR AND VETERAN SERVICES

Like MaineCare and USVA-Togus services, if transportation were an included component of social service delivery, the programs would be far more successful. Because Maine has such a weak public transportation system and dispersed settlement pattern, providing rides to those in need is more difficult and expensive than it might otherwise be. That said, there are many organizations and volunteers that are donating time and money to transport seniors and Veterans for multi-purpose trips. At the council's urging, MaineDOT has agreed to hire a consultant to assist community-based volunteer driver networks to connect with and learn from one another, as well as coordinate with transit providers in their regions. This service is due to be launched in 2019. Seniors, Veterans and cancer patients are some of the more common users of such services so will be served through this initiative.

The council applauds the efforts of the US Veterans Administration (USVA) - Togus Mobility Manager, who has and continues to develop creative partnerships with transit providers and others to provide needed rides for Veterans to medical appointments. As with other people with low incomes and/or other barriers to transportation (including MaineCare members), there are few funding sources to cover non-qualifying medical trips for Veterans. Most transit agencies offer a discounted fare for seniors but rides cannot be provided for free without a sponsoring funder. Some of the Area Agencies on Aging have made such trips possible by providing funds to regional transit providers. Providing additional funds to address unmet transit needs as outlined above will improve access to transit for all members of the general public, including seniors and Veterans.

The council includes representatives of Maine's Age-Friendly Community network and MaineDOT worked closely with many of these communities to host the public forums held in the Fall of 2018 which led to the recommendations presented in this report. The need to create more transit and age-friendly community designs and integrated programming will enhance the quality of life for seniors and people of all ages while reducing transportation barriers. MaineDOT and MaineHousing are willing partners in such initiatives but municipalities, developers and social service organizations have a more prominent leadership responsibility in creating livable communities. Fortunately, over sixty municipalities in Maine have achieved the Age-Friendly Community designation from the American Association of Retired Persons (AARP), so the foundation is in place for movement in that direction.

The council advised MaineDOT in the preparation of *"Transportation Needs of Maine's Veterans, Final Report to the 128th Maine Legislature, February 5, 2018,"* which acknowledged the lack of quantitative data surrounding the transportation needs of Maine's Veterans. To better understand specific needs and test strategic interventions, the report recommended the establishment of a pilot project to develop a coordinated network of person-centric services inclusive of transportation and document results (the \$150,000 study was not funded by the Legislature in 2018). ***The Moving Maine Mobility Network initiative endorsed by the council would employ a similar approach through cross-sector partnership development and trained mobility navigators embedded within social service organizations of all sectors to serve all citizens with transportation barriers. If the Veterans pilot is ultimately funded, it should be conducted under the Moving Maine umbrella.***

Recommended Strategies to Improve Public Transportation with Assigned Action Steps

IMMEDIATE (2019-20)

Increase State Operational Funding to Transit Agencies (Lead = MaineDOT)

- Increase state funding share from 9% to 25% of operational costs in FY2019 (\$4.25M) and to 35% national average (\$6.8M, \$5/per capita) in FY2020 – what funding source?
- Distribute 50% of the state funding by formula to be used as needed and 50% on a competitive basis for service expansions leveraging new locally-sourced matching funds
- *Note: Consider whether some of these funds are retained by MaineDOT to underwrite centralized efforts to improve the public transportation system (e.g. Moving Maine Mobility Network, mobility navigator/community-based volunteer driver support and Trip Planner development) or funded separately*

Accelerate Fleet Modernization (Lead = MaineDOT)

- Pursue federal discretionary grants
- Apply VW Environmental Mitigation Funds as match when eligible
- Budget for state matching funds in Transportation Bond
- Prudently invest in electric and hybrid propulsion systems and charging infrastructure
- Seek assistance from FTA and AASHTO in addressing small transit bus manufacturing quality and delivery problems

Support Volunteer Driver Networks (Lead = MaineDOT)

- Develop scope of services
- Hire consultant using federal planning funds to provide collaborative technical assistance
- Evaluate after two years and propose budget going forward if justified

Launch Moving Maine Network (Co-Leads = Greater Portland Council of Governments, Maine Cancer Foundation, Maine Primary Care Association, MaineDOT)

- Secure core funding (FTA grant application pending); \$250,000 start-up funding for Network could be secured by state in FY2019 budget
- Formalize Steering Committee
- Confirm goals and workplan (to include Mobility Navigator development plan)
- Engage working groups

Develop Medical Scheduling Pilot Program (Lead = Maine Primary Care Association)

- Convene PTAC Working Group
- Create Framework; Identify Pilot Providers & Region(s)
- Trial and Record Value to Medical Providers, Patients and Transit Providers
- Evaluate and Replicate

Explore GoMaine Trip Planner (Co-Leads = MaineDOT and Maine Turnpike Authority)

- Create workplan and budget with technology consultants advised by GoVermont
- Perform cost-benefit analysis; evaluate and proceed accordingly (may require new funding)

Update Maine Transit Association Directory (Co-leads = Maine Transit Association and MaineDOT)

Foster Age-Friendly Community Development (Lead = Maine Council on Aging)

- Launch Municipal Task Force on Healthy Aging (Lead = Maine Council on Aging)

- Develop long range development and transit plan for southern Maine: Transit Tomorrow project (Lead = GPCOG/PACTS)
- Enable optional local and regional sales taxes with portions dedicated to public transportation, transportation-oriented development, transportation demand management strategies and Age-Friendly Community design (Lead = Maine Municipal Association, MPO's)

Deepen State Agency Coordination (Lead = MaineDOT)

- Department of Education (multi-use of buses & drivers, driver recruitment & training)
- Department of Labor (workforce transportation, employer sponsored routes, driver recruitment & training)
- Department of Economic and Community Development (employer sponsored routes, age-friendly community development, tourism & outdoor recreation transport)
- Department of Agriculture, Conservation & Forestry (age-friendly community development)
- DHHS
- Department of Motor Vehicles (CDL process)

MID-TERM (2021-23)

1. Develop Transit and RideSharing Promotional Campaign (after information is easy to access)
2. Explore Coordinated Statewide Electronic Ticketing/Transit Pass System (following evaluation of METRO system implementation)
3. Explore Relationships with Independent Transportation Networks for End Mile Services
4. Encourage Employer-Sponsored Transit Routes; develop and share models that work

Table 1-4. Major Sources for Overall Funding

State	Transit Funding FY 2016	General Sales Tax	Vehicle/Rental Car Sales Tax	Gas Tax	Lottery	Registration/License/Title Fees	Trust Fund	Interest Income	General Fund	State Trans. Fund	Bond Proceeds	Other	Other Description	
Alaska	\$173,199,886								100.0%					
Arkansas	\$3,492,826		90.1%									9.9%	Corporate franchise fee	
California	\$2,301,559,553	69.4%						0.1%		5.4%		25.1%	Fuel users tax, diesel sales tax	
Colorado	\$15,000,000					100.0%					35.2%	64.8%	Rail/bus/ADA services	
Connecticut	\$582,693,314						100.0%							
Delaware	\$138,327,530													
DC	\$531,633,000							78.4%				21.6%	Parking revenues	
Florida	\$346,922,736			57.9%		30.3%						11.8%	Rental car sur. & doc. Stamps	
Georgia	\$3,071,913								100.0%					
Idaho	\$312,000								100.0%					
Illinois	\$2,574,752,065	32.4%									67.6%			
Indiana	\$62,437,577	14.3%						68.4%				17.3%	Situs Tax/Elec Rail Fund	
Iowa	\$15,751,761					88.6%				1.9%		9.5%	Casino taxes	
Kansas	\$11,000,000											100.0%	State Highway Fund	
Kentucky	\$1,875,297											100.0%	General Assembly	
Louisiana	\$4,955,000		100.0%											
Maine	\$1,147,845												100.0%	Miscellaneous fees
Maryland	\$1,125,249,671	2.0%		22.0%		30.0%			9.0%		12.0%	25.0%	Corporate income tax/Fed. Aid	
Massachusetts	\$1,729,471,556	57.0%								20.6%	1.8%	20.6%	Local assessments, misc funds	
Michigan	\$265,995,916		28.6%	26.3%		33.5%		0.06%	9.4%			2.2%	Miscellaneous fees	
Minnesota	\$416,207,000		75.6%						24.4%					
Mississippi	\$1,628,000								100.0%					
Missouri	\$1,045,875									53.6%			46.4%	
Montana	\$675,000			11.1%		88.9%								

Table 1-4. Major Sources for Overall Transit Funding (continued)

State	Transit Funding FY 2015	General Sales Tax	Vehicle/Rental Car Sales Tax	Gas Tax	Lottery	Registration/License/Title Fees	Trust Fund	Interest Income	General Fund	State Trans. Fund	Bond Proceeds	Other	Other Description
Nebraska	\$6,297,705								100.0%				
New Hampshire	\$1,265,548										53.7%	46.3%	Toll credits
New Jersey	\$349,353,029								93.9%			6.1%	Toll Authority/casino revenue/petroleum gross receipts tax
New Mexico	\$6,643,800										100.0%	100.0%	State Road Fund
New York	\$5,011,381,700						54.2%		2.4%			43.4%	Payroll mobility tax
North Carolina	\$87,843,069									100.0%			
North Dakota	\$5,182,054					100.0%							
Ohio	\$7,300,000			47.8%					100.0%				
Oklahoma	\$5,750,000							0.1%	26.6%		17.7%	55.6%	Misc taxes
Oregon	\$37,221,670											39.0%	PTAF & Tumpike
Pennsylvania	\$1,647,371,630	27.7%			10.9%	14.9%			1.5%		0.4%	0.3%	Capital fund program
Rhode Island	\$54,521,504			97.8%									
South Carolina	\$6,000,000			100.0%									
South Dakota	\$1,000,000											100.0%	State Highway Funds
Tennessee	\$45,182,784			100.0%									
Texas	\$30,341,068											100.0%	State Highway Funds
Vermont	\$7,616,974									100.0%			
Virginia	\$275,122,201			17.5%			73.3%					9.2%	Recordation tax
Washington	\$85,568,222								100.0%				
West Virginia	\$2,347,569								100.0%				
Wisconsin	\$110,737,500											100.0%	Other fees and revenues
Wyoming	\$3,025,405							50.4%				49.6%	Statutory Funds
Alabama													States that do not fund transit
Arizona													
Hawaii													
Nevada													
Utah													

Table 1-5. Eligible Uses for State Transit Funding

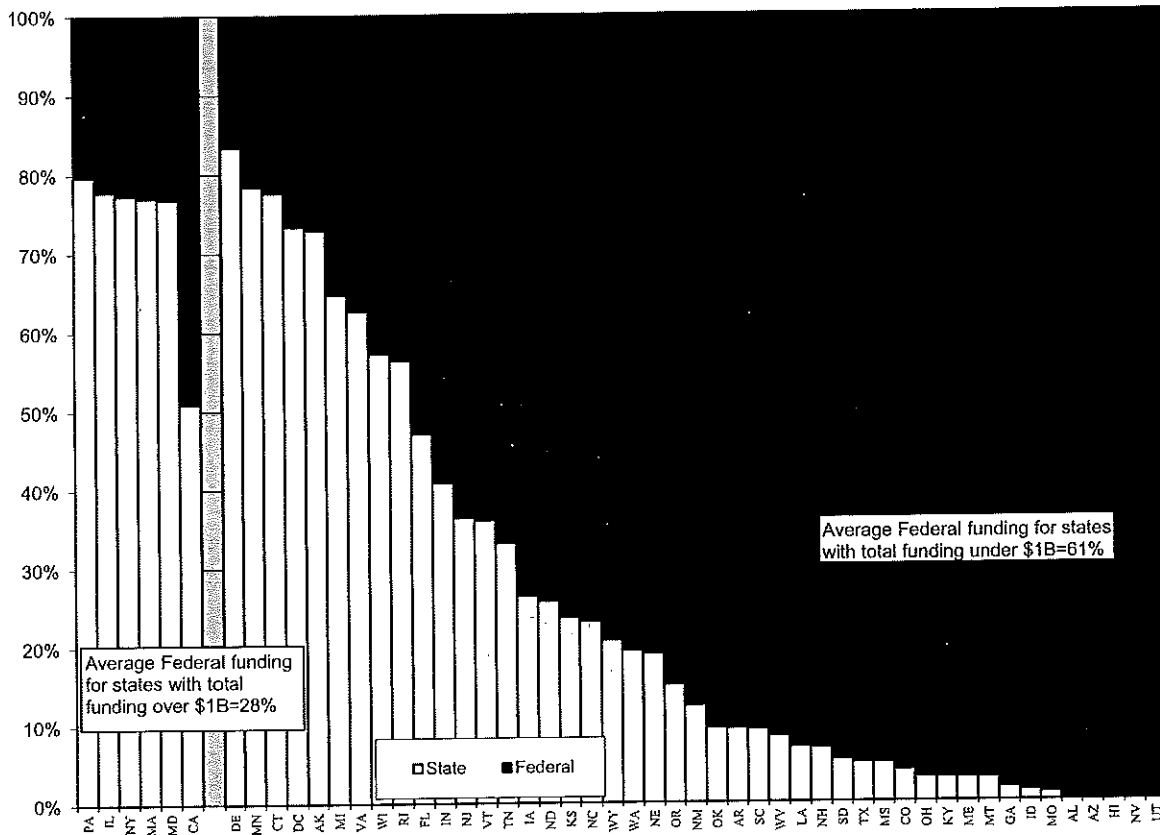
State	Total Reported FY2016	Capital		Operating		Not Restricted		Other		Comments on "Other"
		Amt	%	Amt	%	Amt	%	Amt	%	
Alabama*	\$0									No transit funding
Alaska	\$173,199,886	\$33,012,600	19.1%	\$140,187,286	80.9%					
Arizona*	\$0									No transit funding
Arkansas	\$3,492,826					\$3,492,826	100.0%			
California	\$2,301,559,553	\$360,757,787	15.7%	\$339,321,043	14.7%	\$1,597,857,605	69.4%	\$3,623,118	0.2%	Supports local transit
Colorado	\$15,000,000	\$10,000,000	66.7%	\$4,000,000	26.7%			\$1,000,000	6.7%	
Connecticut	\$582,693,314	\$205,300,000	35.2%	\$377,393,314	64.8%					
Delaware	\$138,327,530	\$52,906,930	38.2%	\$85,420,600	61.8%					
DC	\$531,633,000	\$146,511,000	27.6%	\$385,122,000	72.4%					
Florida	\$346,922,736	\$54,196,309	15.6%			\$290,640,242	83.8%	\$2,086,185	0.6%	
Georgia	\$3,071,913	\$1,119,413	36.4%	\$358,105	11.7%			\$1,594,395	51.9%	Administrative
Hawaii*	\$0									No transit funding
Idaho	\$312,000	\$312,000	100.0%							
Illinois	\$2,574,752,065	\$1,739,470,265	67.6%	\$835,281,800	32.4%					
Indiana	\$62,437,577	\$10,402,260	16.7%	\$52,035,317	83.3%					
Iowa	\$15,751,761	\$1,500,000	9.5%			\$13,951,761	88.6%	\$300,000	1.9%	Marketing, training, technology
Kansas	\$11,000,000			\$3,308,800	30.1%	\$7,691,200	69.9%			
Kentucky	\$1,875,297	\$1,875,297	100.0%							
Louisiana	\$4,955,000	\$123,875	2.5%			\$4,831,125	97.5%			Any transit activity
Maine	\$1,147,845							\$1,147,845	100.0%	
Maryland	\$1,125,249,671	\$214,196,902	19.0%	\$911,052,769	81.0%					
Massachusetts	\$1,729,471,556	\$304,941,726	17.6%	\$1,424,529,830	82.4%					
Michigan	\$265,995,916	\$62,980,785	23.7%	\$203,015,131	76.3%					
Minnesota	\$416,207,000				0.0%	\$416,207,000	100.0%			
Mississippi	\$1,628,000	\$261,580	16.1%	\$1,366,420	83.9%					
Missouri	\$1,045,875			\$1,045,875	100.0%					
Montana	\$675,000			\$600,000	88.9%	\$75,000	11.1%			
Nebraska	\$6,297,705			\$6,297,705	100.0%					
Nevada	\$0									
New Hampshire	\$1,265,548	\$679,318	53.7%	\$586,230	46.3%					
New Jersey	\$349,353,029			\$348,243,684	99.7%			\$1,109,345.00	0.3%	
New Mexico	\$6,643,800	\$543,000	8.2%	\$6,100,800	91.8%					
New York	\$5,011,381,700	\$37,000,000	0.7%	\$4,372,369,700	87.2%	\$602,012,000	12.0%			
North Carolina	\$87,843,069	\$9,434,087	10.7%	\$44,887,828	51.1%	\$6,135,195	7.0%	\$27,385,959	31.2%	Planning, new starts, admin costs
North Dakota	\$5,182,054					\$5,182,054	100.0%			
Ohio	\$7,300,000			\$6,999,900	95.9%			\$300,100	4.1%	
Oklahoma	\$5,750,000					\$5,750,000	100.0%			
Oregon	\$37,221,670	\$6,596,764	17.7%	\$8,240,772	22.1%	\$22,384,135	60.1%			
Pennsylvania	\$1,647,371,630	\$501,795,415	30.5%	\$1,093,226,714	66.4%			\$53,100,000	3.2%	
Rhode Island	\$54,521,504	\$386,331	0.7%	\$54,135,173	99.3%					
South Carolina	\$6,000,000			\$600,000	10.0%	\$5,400,000	90.0%			
South Dakota	\$1,000,000			\$1,000,000	100.0%					
Tennessee	\$45,182,784	\$10,606,484	23.5%	\$22,397,800	49.6%	\$12,178,500	27.0%			
Texas	\$30,341,068					\$30,341,068	100.0%			
Utah*	\$0									No transit funding
Vermont	\$7,616,974	\$1,126,958	14.8%	\$6,490,016	85.2%					
Virginia	\$275,122,201	\$44,040,741	16.0%	\$182,844,750	66.5%			\$48,236,710	17.5%	
Washington	\$85,568,222	\$40,385,707	47.2%	\$30,732,515	35.9%	\$1,950,000	2.3%	\$12,500,000	14.6%	
West Virginia	\$2,347,569	\$602,620	25.7%	\$1,744,949	74.3%					
Wisconsin	\$110,737,500			\$110,737,500	100.0%					
Wyoming	\$3,025,405	\$1,525,405	50.4%	\$1,500,000	49.6%					
TOTALS	\$18,095,478,753	\$3,854,591,559	21.3%	\$11,063,174,326	61.1%	\$3,026,079,711	16.7%	\$152,383,657	0.8%	

*Denotes states that do not provide state funds for transit.

Some Select Examples of State Transit Funds Usage

Virginia: In 2016, the Commonwealth of Virginia invested several exciting transit projects, including construction of a new Bus Rapid Transit system in Richmond, called the Pulse. The Pulse will be operational in fiscal year 2018. The Commonwealth also implemented a new statewide prioritization effort to ensure that transportation funding is awarded to the best projects, and public transportation projects did very well as a result. Awards went to small but important expansions of bus service as well

population 27.9 million—invested \$30.3 million in state funds in FY2016 and received \$585 million in Federal funds. In contrast, Tennessee invested more state funds than Texas, \$45 million, but with a much smaller population of 6.6 million, received only \$91 million in Federal funds. It is also important to note that without comparable information on local transit funding per state, a complete picture is not possible.



Note: Percentages are based on total state and Federal funding, not the total of all funding which would include local funding (not part of this survey). Also note, United States territories are not included in the survey.

Figure 1-1. State and Federal Funding for Public Transit

Source: AASHTO, 2018

Table 1-8. Reported Investment for 51 DOTs by Per Capita Funding

State	Pop as of 7/1/16	FY16 State Transit Funding	FY16 Per Capita		MEAN	MEDIAN	MEDIAN \$	
DC	684,336	\$531,633,000	\$776.86	\$776.86				
Massachusetts	6,823,721	\$1,729,471,556	\$253.45	\$253.45	\$41.29	\$5.10	\$6,784,183.20	w/o DC
New York	19,836,286	\$5,011,381,700	\$252.64	\$252.64				
Alaska	741,522	\$173,199,886	\$233.57	\$233.57				
Illinois	12,835,726	\$2,574,752,065	\$200.59	\$200.59	\$56.31	\$5.17	\$6,877,299.44	w/DC
Maryland	6,024,752	\$1,125,249,671	\$186.77	\$186.77				
Connecticut	3,587,685	\$582,693,314	\$162.41	\$162.41				
Delaware	952,698	\$138,327,530	\$145.20	\$145.20				
Pennsylvania	12,787,085	\$1,647,371,630	\$128.83	\$128.83				
Minnesota	5,525,050	\$416,207,000	\$75.33	\$75.33				
California	39,296,476	\$2,301,559,553	\$58.57	\$58.57				
Rhode Island	1,057,566	\$54,521,504	\$51.55	\$51.55				
New Jersey	8,978,416	\$349,353,029	\$38.91	\$38.91				
Virginia	8,414,380	\$275,122,201	\$32.70	\$32.70				
Michigan	9,933,445	\$265,995,916	\$26.78	\$26.78				
Wisconsin	5,772,917	\$110,737,500	\$19.18	\$19.18				
Florida	20,656,589	\$346,922,736	\$16.79	\$16.79				
Vermont	623,354	\$7,616,974	\$12.22	\$12.22				
Washington	7,280,934	\$85,568,222	\$11.75	\$11.75				
Indiana	6,634,007	\$62,437,577	\$9.41	\$9.41				
Oregon	4,085,989	\$37,221,670	\$9.11	\$9.11				
North Carolina	10,156,689	\$87,843,069	\$8.65	\$8.65				
North Dakota	755,548	\$5,182,054	\$6.86	\$6.86				
Tennessee	6,649,404	\$45,182,784	\$6.80	\$6.80				
Wyoming	584,910	\$3,025,405	\$5.17	\$5.17				
Iowa	3,130,869	\$15,751,761	\$5.03	\$5.03				
Kansas	2,907,731	\$11,000,000	\$3.78	\$3.78				
Nebraska	1,907,603	\$6,297,705	\$3.30	\$3.30				
New Mexico	2,085,432	\$6,643,800	\$3.19	\$3.19				
Colorado	5,530,105	\$15,000,000	\$2.71	\$2.71				
Oklahoma	3,921,207	\$5,750,000	\$1.47	\$1.47				
West Virginia	1,828,637	\$2,347,569	\$1.28	\$1.28				
South Carolina	4,959,822	\$6,000,000	\$1.21	\$1.21				
Arkansas	2,988,231	\$3,492,826	\$1.17	\$1.17				
South Dakota	861,542	\$1,000,000	\$1.16	\$1.16				
Texas	27,904,862	\$30,341,068	\$1.09	\$1.09				
Louisiana	4,686,157	\$4,955,000	\$1.06	\$1.06				
New Hampshire	1,335,015	\$1,265,548	\$0.95	\$0.95				
Maine	1,330,232	\$1,147,845	\$0.86	\$0.86				
Montana	1,038,656	\$675,000	\$0.65	\$0.65				
Ohio	11,622,554	\$7,300,000	\$0.63	\$0.63				
Mississippi	2,985,415	\$1,628,000	\$0.55	\$0.55				
Kentucky	4,436,113	\$1,875,297	\$0.42	\$0.42				
Georgia	10,313,620	\$3,071,913	\$0.30	\$0.30				
Idaho	1,428,683	\$312,000	\$0.22	\$0.22				
Missouri	6,091,176	\$1,045,875	\$0.17	\$0.17				
Alabama				\$0.00				
Arizona				\$0.00				
Hawaii				\$0.00				
Nevada				\$0.00				
Utah				\$0.00				
TOTALS	303,973,147	\$18,095,478,753						